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GROWTH OF NEW YORK AND SUBURBS SINCE 1790

By JAMES L. BAHRET

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THE federal government has recently finished its fourteenth census. This fact suggests a retrospect of New York's growth in population since the first federal census of 1790. In that year, the city limits embraced the entire island of Manhattan, although approximately only the area south of Canal Street was divided up into city blocks. All the rest of the island was occupied by farms with the exception of several straggling hamlets. In the course of years, as Westchester County began to be invaded with continuous rows of houses reaching out from the north bank of the Harlem River, slice after slice was split off and annexed to New York City. Finally, in 1898, with the formation of the so-called "Greater New York," the city limits were fixed as they are at present.

In order to eliminate the disturbing effect on population figures due to changes in the areas of the enumerated units, the figures in this article, for every year, have been computed, from the census reports, for the various areas as they existed at the last federal census, 1910. Thus allowance has been made for transfers of townships from county to county. The only exceptions are the several cases where a township has been split up between two counties or equivalent units. Changes in areas of units of the New York Metropolitan District subsequently to 1910 have been inconsiderable.

WHAT CONSTITUTES ECONOMIC NEW YORK AND THE METROPOLITAN DISTRICT

In the accompanying map, Economic or Industrial New York—including the Jersey portion of the great community encircling New York Bay—is bounded by the heavy continuous line, stretching in a rough half-circle from Jones' Beach, just east of Long Beach, to the Raritan River. On the east, it coincides with the eastern boundary of Nassau County. On the north and west it coincides with the outer boundaries of the cities and towns whose names are entered on the map inside the heavy boundary line. These are the limits fixed by the United

States Census Bureau for Industrial New York, which in this article I prefer to call Economic New York.

Besides the municipality of New York, the Economic metropolis embraces the entire counties of Nassau and Hudson, and parts of six others: Westchester, Bergen, Passaic, Essex, Union and Middlesex.

Outside New York City, the principal municipalities included in Economic New York, with their population according to the state census of 1915, are: Newark, 367,000; Jersey City, 271,000; Paterson, 125,000; Yonkers, 91,000; Elizabeth, 82,000; Hoboken, 68,000; Bayonne, 64,000; and Passaic city, 61,000. Thirteen additional municipalities had in 1915 over 20,000 inhabitants.

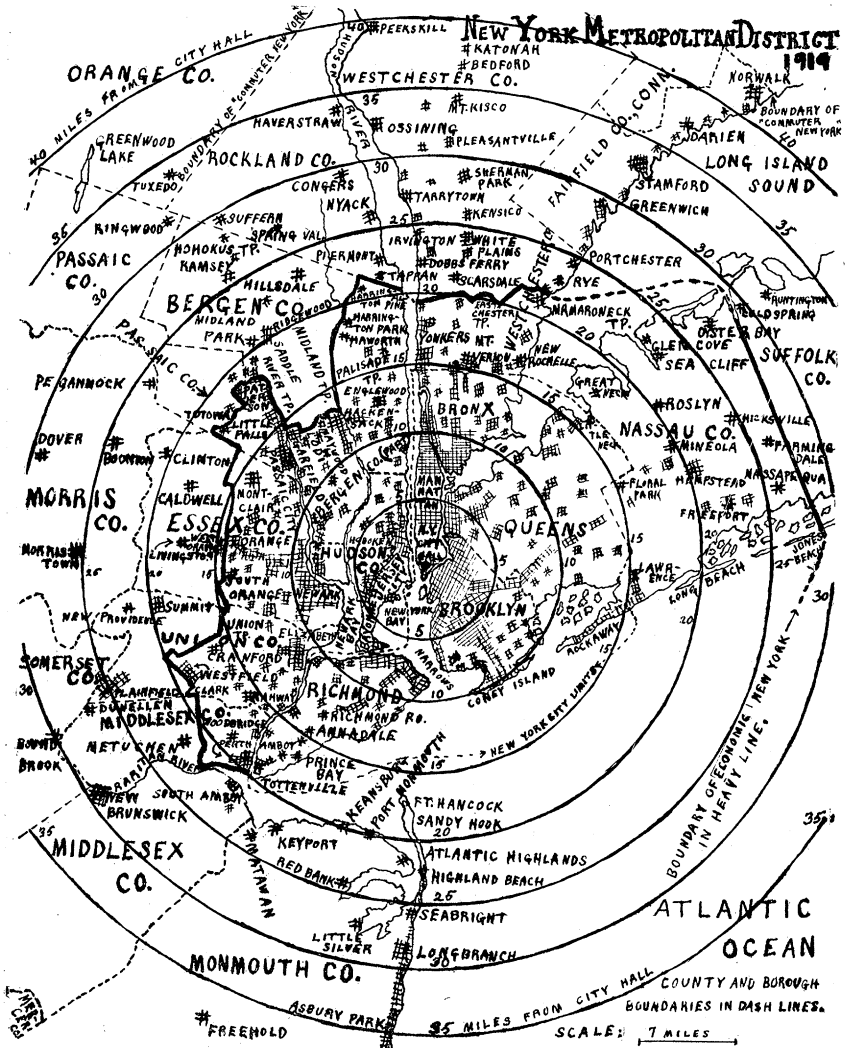
Some considerable places are just outside Economic New York, as fixed by the Census Bureau, as Plainfield, West Orange, Summit, and South Amboy. But the line had to be drawn somewhere.

But outside the limits of Economic New York tens of thousands of commuters reside. They form part of the day population of New York City. Therefore the first of the accompanying maps was drawn to show substantially all the territory within an hour by train of New York's business district. The territory shown on the map might be unified under the term "Commuter New York," or the "New York Metropolitan District."

Fairfield is the only county which lies partly outside the Metropolitan District, as delimited on the accompanying map, and represented in the following tables. Its towns are included only as far as Norwalk. But the entire counties of Westchester, Passaic, Morris, Somerset, Middlesex, and Monmouth are included, although their outer reaches are cut off on the map. Parts of Suffolk, Orange, and Mercer happen to be shown on the map, although they are here excluded from the Metropolitan District.

Some of the counties of the Metropolitan District were not in existence prior to the middle of the nineteenth century. But through our possessing census figures for the individual townships which were later combined to form the county, it is possible to arrive at the population of the present county areas decades before the organization of the counties. In the few cases where townships have at some time been split up between two counties, only approximate county figures are available for the earlier censuses. Moreover, for 1790, separate figures were never tabulated for all townships. It has therefore been necessary to divide the 1790 population of some of the counties that

lie partly within and partly without Economic New York, between the "Inner" and the "Outer" portions on the basis of the actual ratios of the "Inner" to the "Outer" population in 1800 (or even 1820, where earlier township figures are not available), taking into consideration, naturally, the actual rate



of growth of the county as a whole during the intercensal period. As none of the areas for which estimates must be made for 1790 had yet been invaded by Economic New York commuters, the hypothesis employed probably gives results not far from the unrecorded facts.

The 1915 population of southwest Fairfield has been esti-

mated on the basis of its increase from 1900 to 1910, Connecticut not having taken a state census.

POPULATION OF NEW YORK METROPOLITAN DISTRICT

Division	1790	1820	1850	1880	1910	1915
New York City	49,401	152,056	696,115	1,911,698	4,766,883	5,047,221
Manhattan	33,131	123,706	515,547	1,164,673	2,331,542	2,137,747
Bronx	1,781	2,782	8,032	51,980	430,980	615,600
Brooklyn	4,495	11,187	138,882	599,495	1,634,351	1,798,513
Queens	6,159	8,246	18,593	56,559	284,041	396,727
Richmond	3,835	6,135	15,061	38,991	85,969	98,634
Outer Ring	37,520	56,758	142,354	578,947	1,707,685	1,929,183
In New York State	13,003	18,176	28,042	70,334	229,941	296,284
Inner Westchester	3,148	4,903	9,802	36,319	146,011	179,459
Nassau	9,855	13,273	18,240	34,015	83,930	116,825
In New Jersey	24,517	38,582	114,312	508,613	1,477,744	1,632,899
Hudson County	1,944	3,137	21,822	187,944	537,231	571,371
Inner Bergen	3,282	5,276	8,903	28,037	102,493	132,786
Inner Passaic	2,066	3,338	14,275	60,748	195,992	209,790
Inner Essex	7,718	12,422	50,178	180,233	488,120	534,842
Inner Union	5,834	9,385	12,128	42,744	107,053	124,209
Inner Middlesex	3,673	5,024	7,006	8,907	46,855	59,901
TOTAL, ECONOMIC NEW YORK	86,921	208,814	838,469	2,490,645	6,474,568	6,976,404
OUTSIDE COMMUTER DISTRICT	94,967	133,373	202,188	344,983	646,531	737,379
East of Hudson River ..	29,014	36,777	57,674	100,974	210,500	225,409
Outer Westchester ..	19,519	25,573	41,533	65,880	137,044	142,254
Southwest Fairfield ..	9,495	11,204	16,141	35,094	73,456	83,155
West of Hudson River ..	65,953	96,596	144,514	244,009	436,031	511,970
Outer Bergen	6,047	9,725	5,822	8,744	35,509	45,810
Outer Passaic			8,294	8,112	19,910	26,574
Outer Essex			6,036	9,696	24,766	31,482
Outer Union	1,580	2,572	5,608	12,827	33,144	43,113
Outer Middlesex	9,445	12,818	21,629	43,379	67,571	84,815
Rockland	3,329	8,837	16,962	27,690	46,873	46,903
Morris	16,216	21,368	30,158	50,861	74,704	81,514
Somerset	12,296	16,506	19,692	27,162	38,820	44,123
Monmouth	15,125	21,694	30,313	55,538	94,734	107,636
TOTAL, METROPOLI- TAN DISTRICT	181,888	342,187	1,040,657	2,835,628	7,121,099	7,713,783

By "Outer Ring" in the following tables is meant the territory outside the municipality of New York, but included by the Census Bureau in Economic New York. It includes nearly all the land area within about ten miles of the city's boundaries.

MANHATTAN DECLINING

Only two instances of decrease appear in the table. Manhattan declined from 1910 to 1915, and Outer Passaic from 1850 to 1880. The latter was not actual, being due to the slicing off

of portions of townships for annexation to Paterson. But Manhattan's decline was actual, although probably not on as large a scale as the 1915 census indicates. The state's canvass of the latter year was probably not thorough. Manhattan's population will continue to decrease uninterruptedly, because nearly all its building plots are already occupied by structures, and the tearing down of dwellings to make room for commercial and manufacturing buildings goes on rapidly. The corresponding "Central Area" of London—which happens to contain approximately the same number of square miles as Manhattan—has been steadily declining in resident population since 1861.

RELATIVE GROWTH OF VARIOUS DIVISIONS OF THE METROPOLITAN DISTRICT

The next table of percentages of increase shows to better advantage the relative growth of the various components of the Metropolitan District.

In the case of the five Jersey counties nearest New York City, it is necessary to enter, for the growth from 1790 to 1820, the actual rate for the combined area of the present counties. In 1790, that area formed only two counties, Bergen and Essex, and township figures are not available, or else the boundaries of the townships crossed present county lines. Later, Union split off from Essex, and Hudson from Bergen, while Passaic was formed from parts of Essex and Bergen. Likewise from 1820 to 1850, it is necessary to give a combined rate for Outer Bergen and Outer Passaic. In 1820 the latter formed part of the former, and through the subsequent splitting up of townships between the two, it was not possible to compute separate figures for the two areas for 1820.

NEW YORK'S POPULATION AND THE ERIE CANAL

There is a statistical law for population aggregations of considerable size: The larger the aggregation becomes, the slower the rate of growth. A glance at the table shows that this holds true for the municipality of New York except for the period, 1820 to 1850. This violation of the statistical law, and the tremendous advance in New York City's rate of growth from 1820 to 1850 over the preceding 30-year period, is due almost entirely to the opening of the Erie Canal in 1825. On account of mountain ridges, it was not possible to connect, by canal, any other Atlantic port of the United States with the great central prairie food reservoir of the country and the rich

PER CENT. INCREASE

Division	1790 to 1820	1820 to 1850	1850 to 1880	1880 to 1910	1910 to 1915
New York City.....	208	358	175	149	6
Manhattan.....	273	317	126	100	D 8
Bronx.....	56	189	547	729	43
Brooklyn.....	149	1,141	332	173	10
Queens.....	34	125	204	402	40
Richmond.....	60	145	159	120	15
Outer Ring.....	51	151	307	195	13
In New York State.....	40	54	151	227	29
Inner Westchester.....	56	100	271	302	23
Nassau.....	35	37	86	147	39
In New Jersey.....	57	196	345	191	10
Hudson County.....	61	596	761	186	6
Inner Bergen.....		69	215	266	30
Inner Passaic.....		328	326	223	7
Inner Essex.....		304	259	171	10
Inner Union.....		29	252	150	16
Inner Middlesex.....	36	39	27	426	28
TOTAL, ECONOMIC NEW YORK.....	140	302	197	160	8
OUTSIDE COMMUTER DISTRICT.....	40	52	71	87	14
East of Hudson River.....	27	57	75	108	7
Outer Westchester.....	31	62	59	108	4
Southwest Fairfield.....	18	44	117	109	13
West of Hudson River.....	46	50	69	79	17
Outer Bergen.....	61	45	50	306	29
Outer Passaic.....			D2	145	33
Outer Essex.....			61	155	27
Outer Union.....			118	158	30
Outer Middlesex.....			69	101	56
Rockland.....	165	92	63	69	00
Morris.....	32	41	69	47	9
Somerset.....	34	19	38	43	14
Monmouth.....	43	40	83	70	14
TOTAL, METROPOLITAN DISTRICT.....	88	204	172	151	8
New York State outside Metropolitan District...	306	97	30	31	6
New Jersey outside Metropolitan District.....	57	63	64	65	11
United States, excluding outlying possessions....	145	141	116	83	—

forests of the basin of the Great Lakes. Until 1865, the Erie Canal gave New York practically a monopoly of the wholesale supply trade and the tremendous export trade in food and forest-products of this great interior basin, embracing the American half of the valley of the Great Lakes, and particularly the upper half of the Mississippi valley.

New Yorkers should not begrudge any tax burdens due to the Erie Canal. It has already contributed billions of wealth to New Yorkers—those living outside the city as well as within—and made the city's population to-day double what it would have been if the canal had never been built. The canal will contribute billions more of money to New Yorkers, and continue

to boost tremendously New York's growth in population, if the federal government can be persuaded to cease imposing freight charges upon the canal such as cripple its inherent power to draw traffic from the railroads.

Economic New York and the entire Metropolitan District do not conform to the statistical law mentioned even to the extent that the municipality does because of the effect of the city's surging population spilling over into the neighboring areas outside the city limits.

RATE WARS AND NEW YORK'S GROWTH

The decline in New York's rate of growth is far more pronounced from 1850 to 1880 than for the succeeding 30-year period. This is because unified trunk railroads over the Appalachians from the middle west to the Atlantic ports date only from 1865. Immediately the bitterest rate wars broke out between these trunk lines, and lasted almost continuously until 1880. These rate wars largely nullified New York's unique position among the Atlantic ports of the United States in possessing an all-water route and a water-level rail route to the middle west. Trunk railroads tributary to Philadelphia, Baltimore, Norfolk and Newport News, though having to climb over several mountain ridges—as compared with no mountain ridges for New York *via* the gaps in these ridges through which the Hudson and the Mohawk rivers pass—offered to carry export freight from the middle west at less than cost in order to build up their own traffic, and knock in the head the natural flow of rail-borne, as well as water-borne, commerce to New York. For Nature had favored in every way the location of our city to become the site of the metropolis and commercial capital of the Western Continent, and ultimately of the world.

As a consequence of these rate wars depriving New York of a large share of the trade that would naturally flow to it, a damper was put on New York's growth in population from 1850 to 1880, notwithstanding the vastly increased foreign immigration during that period.

EFFECT OF FREIGHT DIFFERENTIALS

And when the rate wars finally ceased, in came the Interstate Commerce Commission, and established freight rates in favor of the four ports named, so that they could fatten—grow in trade and consequently in population—at the expense of *Little Old New York*.

Although the actual cost of transporting a carload of grain from St. Louis or Chicago to one of the ports named is greater than to New York, the Interstate Commerce Commission, for more than a quarter of a century, has granted these four ports a lower rate than New York's! New York's rail distance from Chicago or St. Louis is close to one hundred miles greater than in the case of these four ports, but the route is practically all level, and even largely down grade, as compared with close to a hundred miles of heavy ascending grades for its four rivals. The time of transit to New York is less than to its rival ports.

New York's population growth has truly been phenomenal. But it would have been even greater if it were not for the differentials established by the Commission named. The federal government has in general manifested antagonism to its metropolis and greatest port. It has resorted to a number of artificial expedients to nullify New York's unique natural advantages, decentralize the nation's export trade, which Nature ordained should be concentrated at the mouth of the Hudson, and build up New York's rival ports at the latter's expense.

RICHMOND'S LAG

The percentage table shows that Manhattan and Brooklyn's rates of growth have continuously decreased since 1850, while those of the Bronx and Queens continuously increased from 1790 to 1910. Richmond is the only borough which has, without exception up to 1910, increased at a rate below that for the city as a whole. (It should be remembered that the present divisions of the Metropolitan District have been carried back to 1790.) Richmond's rate for the past century in its entirety has been much below that of the other boroughs, as well as of the Jersey divisions of Economic New York. While Richmond surpassed the Bronx in population up until after the middle of the nineteenth century, in 1915 it contained less than one sixth as many inhabitants. Though much nearer New York's business center in miles, its insular position and lack of rapid transit have caused it to fall hopelessly behind.

EFFECTS OF INVENTION OF STEAMBOAT

The most notable increase in the percentage table, that of Brooklyn from 1820 to 1850 (1,141 per cent.) was due to the displacement of rowing and horse-treadmill ferries by steam ferries about 1810. New York business men refused to make their homes across the narrow East River in Brooklyn until the

advent of the steam ferry set at nought the rapid current of that tidal stream.

EFFECTS OF RAPID TRANSIT

Two of the other most remarkable increases are those of the Bronx from 1850 to 1880 (547 per cent.), due to its invasion by the east-side elevated railway, and from 1880 to 1910 (729 per cent.), due to the opening of the first elevated extensions of the Interborough subway.

New York City (present area) increased much more rapidly than its Outer Ring up to 1850. Since that year this relation has been reversed, owing primarily to vast improvement in facilities for getting to the west of the Hudson, first steam ferries displacing treadmill and sailboat ferries, and later tunnels in large part displacing steam ferries. A factor almost equally important was the later vast improvement in train service, which lured many New York business men to establish their residences in the Outer Ring.

Up to 1910, Economic New York increased far more rapidly than the Outside Commuter District. Since that year, conditions have been for the first time reversed.

New York state and New Jersey outside the Metropolitan District have increased far less rapidly than the District.

THREE STATES BENEFIT BY THE PORT OF NEW YORK

The percentages of the population of the Metropolitan District residing in the different states have been as follows:

ECONOMIC NEW YORK

	1790	1820	1850	1880	1910	1915
New York State	72	82	86	80	77	77
New Jersey	28	18	14	20	23	23

ENTIRE METROPOLITAN DISTRICT

	1790	1820	1850	1880	1910	1915
New York State	47	60	75	73	73	72
New Jersey	48	37	23	26	26	27
Connecticut	5	3	2	1	1	1

New Jersey's proportion steadily declined until 1850. Since that date it has been on the increase. As already indicated, the reason for the change in trend is the vast improvement since 1850 in facilities for getting west of the Hudson.

NEW YORK'S RIVAL METROPOLISES

There is next presented the population growth of all other metropolises of the world having more than 1,500,000 inhabitants in 1910. But Petrograd is omitted because its published population has rarely been the result of an actual count. During the entire existence of the city, only two or three censuses have been taken. But particularly, its population has dwindled to less than a million as a result of the World War.

For Tokio prior to 1880, only estimates by Japanese statisticians are available. After 1850, Tokio became semi-depopulated because it ceased to be Japan's capital. When restored as the capital, it more than recovered its lost ground.

In cases where the censuses of foreign metropolises were taken in different years from those of the United States census, the population figures have been synchronized on the assumption of a uniform annual increase during the intercensal period.

POPULATION OF NEW YORK'S RIVAL METROPOLISES

City	1790	1820	1850	1880	1910
Greater London	884,000	1,569,000	2,636,000	4,679,000	7,184,000
Paris	448,000	749,000	1,350,000	2,213,000	2,867,000
Chicago			30,000	503,000	2,185,000
Berlin	151,000	226,000	454,000	1,122,000	2,071,000
Tokyo	1,000,000	1,500,000	1,500,000	858,000	2,062,000
Vienna	219,000	260,000	425,000	1,137,000	2,031,000
Philadelphia	29,000	64,000	409,000	847,000	1,549,000

PER CENT. INCREASE

	1790 to 1820	1820 to 1850	1850 to 1880	1880 to 1910
Greater London	77	68	78	54
Paris	67	80	64	30
Chicago			1,576	334
Berlin	50	101	147	85
Tokyo	50	00	D 43	140
Vienna	19	63	168	79
Philadelphia	121	539	107	83

CHICAGO AND NEW YORK

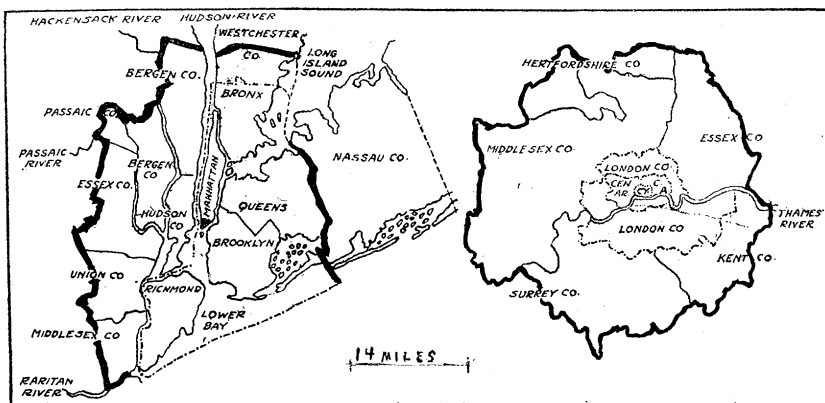
The only metropolis of the world that has threatened to overtake New York is Chicago. Her phenomenal increase from 1850 to 1900 truly scared the lovers and partisans of *Little Old New York*. We did not want ultimately to be compelled "to go way back and sit down." We were on the anxious seat until the 1910 census returns were published. These showed an increase

for *Economic Chicago* for the decade just ended of 33 per cent., as compared with *Economic New York's* 41. Hurrah again for *Little Old New York!* She can't be beaten in the long run. By 1910, Chicago had shot her arrow and fallen short of the mark, so ardently striven for by her business men, of the premiership among not only America's but the world's cities.

NEW YORK AND LONDON

But a still greater triumph fell to *Little Old New York* only three years ago. And few New Yorkers have as yet heard of it. They have been ignorant of the fact that since 1917 they have been living not only in the largest city in the world, but the largest this planet has ever seen.

There has been much dispute in various publications as to whether New York or London is to-day the largest population aggregation in the world. To settle the question definitely, the writer has taken the trouble to compute from the census returns for the two metropolises their population living on approximately equal land areas, the only fair basis for a comparison. Political boundaries form an entirely artificial basis.



Economic New York: New York City embracing the boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond; Outer Ring embracing Hudson County entire, and parts of Westchester, Bergen, Passaic, Essex, Union and Middlesex. Manhattan south of Fulton Street (shaded) corresponds to London "city" (Cy.). The Census Bureau includes Nassau, but this county is here omitted in order to make the two areas approximately equal.

Metropolitan Police District of London: Embracing the entire counties of London and Middlesex and parts of Hertfordshire, Essex, Surrey and Kent.

Moreover, it is not generally known that the population of London, as usually published, is not for any political entity. It is the combined population of numerous cities, boroughs, and

towns lying within a radius of eighteen miles—roughly speaking—of the center of London Bridge. Just as Economic New York, as delimited by the federal Census Bureau, is an aggregation of cities, boroughs, and towns.

Some pseudo-statisticians, in their defense of London, have taken Economic London on both sides of the Thames to compare with only that portion of Economic New York which lies on one side of the Hudson!

London and its suburbs happen to have a unified police administration, just as New York did half a century ago, but soon abandoned. The population "of London" generally published is for its Metropolitan Police District. The corresponding area for us Knickerbockers is Economic New York. But the limits established by the Census Bureau make Economic New York cover 271 more land square miles than does the Metropolitan Police District of London. In order to make the areas approximately equal, I have omitted Nassau County entire from the comparison, because it is the least densely populated large section of Economic New York. This omission gives London the advantage over New York by 3 land square miles. Further, Economic New York, exclusive of Nassau, contains to-day 95 square miles of uninhabitable salt marsh, while London contains practically no uninhabitable land. This gives London an additional considerable advantage in the comparison—at least ten per cent.

I have computed from the census reports for the two areas described the records, since the beginning of the nineteenth century, of the two contestants in the race for the premiership among the cities of the world.

GROWTH OF THE METROPOLITAN POLICE DISTRICT OF LONDON
(693 LAND SQ. MI.)

Census Year	County of London		Outer Ring		Total, Metropolitan Police District	
	Population	Per Cent. Inc.	Population	Per Cent. Inc.	Population	Per Cent. Inc.
1801	959,310	—	155,334	—	1,114,644	—
1811	1,139,355	18.4	184,544	18.4	1,323,899	18.4
1821	1,379,543	21.1	216,808	17.5	1,596,351	20.6
1831	1,655,582	20.0	247,990	14.4	1,903,572	19.2
1841	1,949,277	17.7	286,067	15.4	2,235,344	17.4
1851	2,363,341	21.6	317,594	11.2	2,680,935	20.3
1861	2,808,494	18.8	414,226	30.4	3,222,720	20.2
1871	3,261,396	16.2	624,245	50.8	3,885,641	20.6
1881	3,830,297	17.4	936,364	50.0	4,766,661	22.7
1891	4,227,954	10.4	1,405,852	50.1	5,633,806	18.2
1901	4,536,267	7.3	2,045,135	45.5	6,581,402	16.8
1911	4,521,685	D0.3	2,729,673	33.5	7,251,358	10.2

On the basis of the annual increase during the latest intercensal period, I have computed the following estimates:

GROWTH OF ECONOMIC NEW YORK (EXCL. OF NASSAU) (690 LAND SQ. MI.)

Census	Present Limits of New York City		Outer Ring (Excl. Nassau)		Total Economic New York (Excl. Nassau)	
	Population	Per Cent. Inc.	Population	Per Cent. Inc.	Population	Per Cent. Inc.
1800	79,216	—	—	—	—	—
1810	119,734	51.1	—	—	—	—
1820	152,056	27.0	43,485	—	195,541	—
1830	242,278	59.3	56,227	29.3	298,505	52.7
1840	391,114	61.4	78,451	39.5	469,565	57.3
1850	696,115	78.0	124,114	58.2	820,229	74.7
1860	1,174,779	68.8	241,632	94.7	1,416,411	72.7
1870	1,478,103	25.8	396,633	64.1	1,874,736	32.4
1880	1,911,698	29.3	544,932	37.4	2,456,630	31.0
1890	2,507,414	31.2	780,089	43.2	3,287,503	33.8
1900	3,437,202	37.1	1,115,154	43.0	4,552,356	38.5
1910	4,766,883	38.7	1,623,755	45.6	6,390,638	40.4

Year	County of London	Outer Ring	Total, London Metropolitan Police District
1915	4,515,853	3,003,489	7,519,342
1916	4,514,395	3,071,943	7,586,338
1917	4,512,937	3,140,397	7,653,334
1918	4,511,479	3,208,851	7,720,330
1919	4,510,021	3,277,305	7,787,326
1920	4,508,563	3,345,759	7,854,322

Year	New York City	Outer Ring (Excl. Nassau)	Total, Economic New York (Excl. Nassau)
1915	5,431,723	1,878,055	7,309,778
1916	5,564,691	1,928,915	7,493,606
1917	5,697,659	1,979,775	7,677,434
1918	5,830,627	2,030,635	7,861,262
1919	5,963,595	2,081,495	8,045,090
1920	6,096,563	2,132,355	8,228,918

There is hardly room for the slightest doubt that New York, at the latest in 1920, has overtaken London, on the basis of equal land areas. Both cities were hard hit by the war, and thus the actual population increase of both, subsequently to its outbreak, will probably be found, when the returns of the forthcoming censuses are tabulated, to lag considerably behind what would be expected on the basis of the growth during the first decade of the twentieth century. But London was immeasurably harder hit by the war than was New York, and her growth in population has almost certainly been retarded the more.

SHALL THE METROPOLITAN DISTRICT ENTER THE UNION AS A
SEPARATE STATE?

This winter two bills have been introduced in the state legislature having as their object to set off New York City, together with several of the near-by counties of the state, as a separate member of the federal Union. If the metropolis and suburbs should ever enter the Union as a separate state, it should include, for both economic and political reasons, the commuter areas of New Jersey and Connecticut, as well as those of New York state. Particularly the development of port facilities lags because of the divided state jurisdiction. But this great defect will probably be remedied in a few years by the recently organized New York-New Jersey Port and Harbor Development Commission.

If the Metropolitan District, as delimited in this article, should become a separate state, its present New York state and New Jersey inhabitants, respectively, would no longer be burdened with paying the vast bulk of the state taxes of both commonwealths. But just because Economic New York is compelled to play "Lady Bountiful" to the outside areas of the two states, the latter's representatives in the state legislatures would never consent to a separation. On the other hand, the legislators from the Metropolitan District might be able ultimately to outvote the more or less rural Solons. In 1915, 57 per cent. of New York state's population resided in the Metropolitan District, and 74 per cent. of New Jersey's.

There is the sentimental reason that the splitting up of New York state would cause the latter to lose its primacy among the states in population, wealth and manufactures. New York has enjoyed the distinction of being the "Empire State," beginning with 1820.

If the Metropolitan District had been a separate state in 1910 (the year of the latest published federal census returns), it would have been exceeded in population by only one state, Pennsylvania, which then had 7,665,000 inhabitants, as compared with the Metropolitan District's 7,121,000. The remainder of New York state, with close to its present area, would have had a population of only 3,933,000, and ranked fourth among the states. The population of the remnant of New Jersey, although still including the vast bulk of its area, would have been only 670,000. Instead of eleventh rank among the states, New Jersey would have dropped to thirty-sixth.

But in 1929 the new state of "South New York" (as it would

be logically named, rather than "Manhattan" or "Greater New York," as proposed in the two bills before the legislature) would itself become the Empire State, since its estimated population, on the basis of growth from 1880 to 1910, would then be 9,833,000, as compared with Pennsylvania's 9,812,000.

But there are also material objections to the Metropolitan District's becoming a separate state. Things that happen up-state, such as the building of canals, railways, aqueducts, automobile roads, the regulation of dairy farms, etc., possess a vital interest for Gothamites, and have a marked bearing on the latter's health and happiness and chase for the "almighty dollar." It is very desirable that Gothamites retain their "say," and particularly their votes, in the transactions in Albany's legislative halls.